

CASEY BROTHERS

IMPORTERS, RECTIFIERS AND WHOLESALE LIQUOR DEALERS.

OUR REPUTATION for carrying only matured wines and liquors of guaranteed quality is so well known that a mere mention of the facts ought to be sufficient to convince discreet buyers that nowhere else in this city can their holiday wants be so well supplied as at our stores. There is nothing in our line that we do not keep, whether it be of foreign or domestic production, and experience has taught us to select only the very choicest out of the many good brands on the market. Have you ever tried our justly Celebrated Ales, Beers and Porters in bottles?

G. H. Mumm's Extra Dry,
Chas. Heidsieck's Blue Label,
And a full line of American Champagnes.

McMullen's Bass Ale,
Burke's Bass Ale,
Smith's Philadelphia Ale

STOUT--
Guinness' XX,
Smith and Continental Brew-
ing Company.

Cantrell & Cochrane's Ginger
Ale and Bottled Beers.

Our line of Clarets for table use is larger than ever and unsurpassed by any house in the country.

Whiskey in Bulk

Sam Thompson,
Guckenheimer,
Green Valley
Belle of Scranton,
Hickory,
Blackthorn,
Monogram, etc., etc.

Cased Whiskies

Belle of Scranton,
Green Valley,
Mount Vernon,
Canadian Club,
Pepper (Jas. E.)
Kentucky Belle,
Sam Thompson, etc.

Scotch Whiskey, Irish Whiskey
Italian Vermouth,
French Cognac, Holland Gin,
German Bitters.

Jamaica Rum, St. Croix Rum,
New England Rum.

OLD TOM GINS--
Booth's, Burnett's, Tanqueray's,
Coate's and Mistletoe.

Blackberry Wine, Blackberry
Brandy, Blackberry Juice.

Cordials, Cherries, Cocktails.

Apollinaris, the Queen of Ta-
ble Waters.

WINES--Greek, Hungarian, Italian, Spanish and Madeira Wines,
Rhine Wines, Fine Old Ports and Sherries, together with
a full line of Muscatels, Angelicas, Catawbas, Sauterns.

SOMETHING NEW--

Werner's Half Pints, (Champagnes.)
Snow Grape Juice, (Non-Alcoholic.)
Belle of Scranton, (All Rye.)

CASEY BROTHERS,

216 Lacka. Ave, Scranton, Pa.
Telephone No. 2162.

ABANDONMENT OF THE GRAVITY ROAD

HOW IT IS REGARDED BY PER-
SONS AT A DISTANCE.

Historic Recollections Recalled by
the Recent Determination of the
Delaware and Hudson to Do Away
with the Gravity and Canal.

From the Washington Star.
It is stated that a property, includ-
ing the picturesque gravity railroad,
valued fully \$10,000,000, which lately
came under the control of the Vander-
bilt and other capitalists allied with
them, and owning which anthracite coal
has been for seventy years transport-
ed from the Delaware and Hudson
company's mines in the Lackawanna
valley to the Erie canal, whence it
was carried to Hudson on the canal
and to New York harbor, will be aban-
doned at the close of this month, be-
cause the new owners do not believe
it pays enough to justify them in long-
continuing its operations.

The reported abandonment suggests
the passing of this great water route,
which, until confronted by railroad
competition, was one of the best di-
luted corporations in its day on this
continent. It has a history, it is said,
that is not excelled in point of inter-
est by any other enterprise. It was
the means of introducing to the sea-
board cities the "black diamonds" of
the Pennsylvania coal fields for heat
and steam producing fuel. It opened
the wilderness region of Carbondale,
Jonesdale and the valleys of the upper
Delaware and Neversink rivers;
aided into being many important
owns on the route, and brought into
existence and wealth many a poor,
struggling lad. It has been a power
in the politics of the states of New-
York and Pennsylvania, from which it
obtained its charter, and amassed for-
tunes for many of its officers and
stockholders. The projection of the
building of the Delaware and Hudson
canal originated with William Wurts,
young merchants of Philadelphia, and
his brother Maurice.

DETAILS OF THE PROJECT.

At the time 6,000 tons of anthracite in
single year glutted the markets of all
the seaboard cities in the United States.
Knowing this fact, they proposed to
send to the city of New York annually
50,000 tons, and to carry out this
scheme they projected the project of
scaling the Mooste mountains with a
railroad and constructing a canal 108
miles from Homestead, Wayne county,
Pa., through rugged and partly unex-
plored country, crossing two rivers to
the Hudson at Rondout. It was con-
sidered by many a wild and visionary
scheme. Benjamin Wright, chief en-
gineer of the Erie canal, was engaged
by Maurice and William Wurts in May,
1825, to take measures to have a proper
survey from "tide-water of the Hudson
river, at the mouth of the Walkkill, up
the valley of the Rondout, and thence
to the same to the confluence of the
Susquehanna to a point as near to the
city as possible, in order to ascer-
tain the practicability of construct-
ing a canal along the route, and make
an estimate of the cost of the work.
Wright, who was considered the best
engineer in the country, appointed John
B. Jervis, of Rome, who had served
under Wright on the Erie canal from
itsman to section superintendent, as

principal assistant engineer to make
the survey. Mr. Jervis at once exam-
ined the route, reporting against some
of the former plans, which embraced
the idea of using the Delaware river in
part. His suggestions were adopted
and an independent canal decided on.

REPORT SUBMITTED.

Mr. Wright made his report in 1824.
He pronounced the improvement prac-
ticable, and estimated the cost, \$300,-
000. The vastness of the sum made
capitalists unwilling to take hold of the
enterprise. Public opinion was against
it, but, nothing daunted, the projectors
enlisted the influential press in their
favor, and public sentiment was
changed. The brothers matured their
plans. They proposed the forming of
a company, with a capital of \$1,500,000;
that the Mooste mountains should be
surmounted by the way of Elk Gap, 809
feet in height, by means of inclined
planes; that their railway should ex-
tend to the nearest point at which a
supply of water could be commanded
for canal navigation; that the com-
pany should embark in the business of
banking and purchasing land along the
canal, where it would rise in value.
Books of subscription were opened in
New York city, and every share of the
capital stock taken.

At that time most of the inhabitants
of New York burned wood. It was es-
timated that with the construction of
the canal coal could be delivered in this
city at \$2.84 per ton, and it was calcu-
lated that 58,000 tons would be suffi-
cient for a year's supply. The Delaware
and Hudson Canal company was char-
tered by the New York legislature
April 23, 1825, but it was not fully or-
ganized until two years later. Ground
was first broken for the canal on the
summit level, forty miles from Rond-
out, July 13, 1825, by the president,
Philip Hone, who delivered an appropri-
ate address to a large assemblage.
Benjamin Wright was engaged as chief
engineer in the construction and John
B. Jervis was assistant. Wright re-
signed in 1827, and Jervis was appointed
to the position, which he retained until
May 29, when he resigned to become
chief engineer of the Mohawk and Hud-
son railway, and six years later he was
chief engineer in the construction of
the Croton aqueduct. Port Jervis was
named in honor of John B. Jervis, and
the old stone house in which Jervis
made his home while engaged in its
construction still stands near the canal.
It was built in 1831 on the foundation of
a fort which was burned by the Indians
under the Mohawk chieftain Brant in
1779. The canal was completed from
Homestead, Pa., to Rondout, on the
Hudson, a distance of 108 miles, Octo-
ber, 1828, and during that month the
first small boat made its way to the
Hudson, with a cargo of ten tons of
inferior coal. In November following
a fleet of ten boats similarly laden
passed over the canal and was greeted
by the inhabitants along the line with
demonstrations of joy.

CONSTRUCTION COMMENCED.

The railroad over the Mooste range to
transport the anthracite from the mines
at Carbondale to Homestead, where it
passed to the boats, was commenced in
1827 and completed in the summer of
1829. The first car load of coal over it
was shipped October 9, 1829. The com-
pletion of the gravity road first estab-
lished Carbondale in communication
with the outside world. The operation
of the road was attended with great
difficulty, arising from the breaking of
chains used on the inclined plane. In
April, 1830, tarred ropes were substi-
tuted for chains. Freight was similar-
ly carried in 1832.
It was on this road the first locomo-
tive that ever turned a wheel in

America was placed. It was called the
Stourbridge Lion, and was one of three
locomotives made for the Delaware
and Hudson Canal company, in Eng-
land, under direction of Horatio Al-
ben, a civil engineer. It was brought
to New York, but was found too weak
to admit of its use with safety, and
horses took its place on the levels. The
expense of building the canal was
greater than had been estimated. The
\$1,500,000 cash capital of the company
was not sufficient to complete it, and
the state loaned its credit in aid of
the enterprise to the extent of \$500,000.
In 1829 rival companies attempted to
crush the Delaware and Hudson com-
pany, circulating stories that its coal
deposits was worthless as a fuel, and the
early bankruptcy of the corporation
was predicted. Dividends were aban-
doned for a time, and shares which
had cost \$100 each and earned no di-
vidends for five or six years sank in
value to \$50.

PHILIP HONE INTERVENES.

The dissolution of the company was
only averted through the action of
Philip Hone, who raised the whole sum
necessary to save the organization and
handed it to the president without se-
curity. In 1831 a loan was effected
from the state of New York, and when
it matured in 1839 it was promptly
paid. In 1839 the company's mines
produced 45,000 tons, and in 1869 the
product had reached 3,000,000 tons. In
1876 the profits of the company were
more than \$2,000,000, or 15 per cent
of its capital stock. This was at the
height of its prosperity. Then there
were 1,100 boats plying the waters of
the canal.

But railroad competition has reduced
the business until last year there were
only 250 boats carrying coal. Of itself
the canal is a cheap route for carry-
ing coal, but owing to the extra hand-
ling required to transfer the product
from the cars to the boats and the
boats to the barges, it is unable to
compete with steam roads. The grav-
ity road has been during the winter a
source of expense by reason of the
snow drifts on the mountains. Up to
1870 the canal had cost \$2,000,000,
and the increased expenditures on the
canal and road since that time will
probably reach \$3,000,000. Already the
discharging of \$3,000,000 has begun,
and the majority of those who have
lost their positions are men who have
been in the company's service for
many years. The pay roll on the grav-
ity road has until now been between
\$15,000 and \$20,000 a month, and at
Homestead alone it was at least \$10,000
a month.

The Making of the Widow.

She talked of her aunt
"She's dying to be a widow," whispered
some.
"Yes," whispered others.
"Fussy spirit of the modern wife! Im-
peding her ever to try and do that which
only her husband may do!"—Detroit Jour-
nal.

McMUNN'S ELIXIR OF OPIUM

is a preparation of the Drug by which its
injurious effects are removed, while the
valuable medicinal properties are re-
tained. It possesses all the sedative,
anodyne and anti-spasmodic powers of
Opium, but produces no depression of
the stomach, no vomiting, no constiveness,
no headache. In acute nervous disorders it
is an invaluable remedy, and is recom-
mended by the best physicians.

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Shoe Store.

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There's no better place on earth to buy Shoes and Slippers for the holidays so cheap as at our store.

We always buy cheap for cash and sell for cash only at prices less than most of the shoe merchants pay by buying direct from the factory. If you will call and see our stock of Holiday Shoes and Slippers you will acknowledge that a pair of slippers is the most useful present you could buy for a little money.

A Few of the Special Bargains for Today.

Men's Patent Leather Shoes at \$2.48 and \$2.98.
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Men's Dress Shoes at 98c, \$1.29, \$1.49 and \$1.98.
Ladies' Shoes at 98c, \$1.29, \$1.49, \$1.98, \$2.48 and \$3.00.

Slippers, Slippers.

500 pairs Slippers, velvet embroidered, at 49c; sizes 6 to 11.
1,200 pairs Slippers, assorted colors, at 69c, 98c and \$1.25.
Ladies' Slippers at 39c, 69c, 98c and \$1.25.
Boys', Youths' and Misses' Slippers at all prices.

We invite you to call and examine our goods before buying elsewhere. Make our store your headquarters and you will surely save money by it.

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